



# PORT OF OAKLAND

**SUPPLEMENTAL**  
**NOTICE OF PREPARATION**  
**OF AN ENVIRONMENTAL IMPACT REPORT FOR THE JOINT**  
**INTERMODAL TERMINAL PROJECT, SCH# 98012078, OAKLAND,**  
**ALAMEDA COUNTY, CALIFORNIA**  
**January 25, 1999**

**LEAD AGENCY:** The Port of Oakland

Pursuant to the California Environmental Quality Act (CEQA), the Port of Oakland hereby gives this Supplemental Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Joint Intermodal Terminal (JIT) project ("Project"), Oakland, Alameda County, California. This NOP supplements a previously published NOP for the Project that was issued in February 1998. Highlighted text in this NOP documents changes in the project description that have occurred since February, 1998.

The Port intends to solicit the views of all interested parties as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed Project. Agencies may need to use the EIR when considering permits or other jurisdictional actions for the Project. Organizations, individuals and non-permitting agencies are encouraged to participate in the scoping process.

**PROJECT DESCRIPTION:** The Project is located within the northwestern portion of the City of Oakland in Alameda County along the eastern shore of San Francisco Bay as shown on Exhibit 1. The main JIT project site is situated in the northern portion of the area within the boundaries of the Navy's former FISCO facility. *An additional 20-acre facility consisting of an existing 11-acre rail yard (Knight yard), and approximately 9 adjacent acres, located on the Oakland Army Base may be used for auxiliary railcar storage at full project buildout.* See Exhibit 2. The project consists of raising the current ground elevation (grade) and repaving the JIT site for the development of eight rail lines (approximately 45,000 feet of loading and storage track), and associated entrance gate, administrative and maintenance structures and installation of new utility systems. The railyard will be configured to allow for main track entrance and exit connections to the existing Union Pacific main rail lines. The terminal will be designed to provide trailer-on-flat-car, container-on-flat-car, and double-stack transfer services. The project will include areas for container storage and truck parking, and the configuration of new roadway access. The project will be constructed in several phases as needed to accommodate the growth of the intermodal cargo market and augment the throughput capacities of the neighboring Union Pacific rail yard. The first phase consists of the construction of approximately 9000 feet of track to facilitate the integration of the Burlington Northern/Santa Fe railway into the Port's intermodal cargo distribution

19990129 060

system. This phase is expected to begin construction in 1999. *The existing track layout in the Knight yard will be reconfigured to accommodate the new types of railcars, and to connect to the JIT.*

**ENVIRONMENTAL REVIEW AND POTENTIAL EFFECTS:** The Port of Oakland proposes to construct and operate a 150 acre rail-yard terminal to accommodate projected growth in intermodal (transportation mode to transportation mode, i.e.: ship to rail) container distribution from its marine terminals. The project is proposed pursuant to the objectives of the Port of Oakland's "Vision 2000" Program as described in the *Final EIS/EIR, Disposal and Reuse of Fleet and Industrial Supply Center, Oakland, VISION 2000 Maritime Development (July 1997)*. The JIT project is a component of the Vision 2000 Program. The environmental analysis for the JIT will tier off the EIR/EIS mentioned above. An Initial Study has been prepared for the JIT project and identified the potential for the project to have significant impacts primarily related to air quality, traffic, noise and contaminated materials. The Initial Study analysis identified the potential for the project to contribute cumulative air emissions in exceedance of CEQA significance criteria if not mitigated. In addition, the increase in traffic that would occur as a result of the project may potentially contribute to an exceedance in acceptable cumulative traffic volume standards at a local intersection, if not mitigated. Due to the fact that the Navy is currently in the process of investigating contamination on the FISCO site, it is anticipated that more information will be available related to contaminated materials in the future. Since potential noise impacts that would occur as a result of the project is an issue of heightened public concern, it will be addressed more thoroughly in the EIR. *The impacts of construction and operation of the Knight yard as a railcar storage facility will be included in the JIT EIR analysis of air quality, traffic, contaminated materials and noise.* Other CEQA mandated environmental topics were addressed in the Initial Study and the *Vision 2000 EIS/EIR*, and it was determined that the proposed JIT project *and associated Knight yard facility* would not have potential significant impacts related to the remaining topics. Therefore, the EIR will focus the impact analysis on the specific environmental issues mentioned above.

#### **SCOPING PROCESS:**

Written comments on the highlighted project description revisions for the EIR will be accepted by the Port of Oakland until 5:00 PM, February 25, 1999. Questions regarding this scoping process or preparation of the EIR and written comments may be directed to Ms. Lauren Eisele, Project Manager, Environmental Planning Department, Port of Oakland, 530 Water Street, Oakland, CA 94607, (510) 272-1380.



Richard Sinkoff  
Supervisor  
Environmental Planning Department

## Project Location



